

THE LATEST NEWS.

BY MAGNETIC AND PRINTING TELEGRAPHS.

News from Mexico.
BALTIMORE, Dec. 1, 1886.
New Orleans papers of Saturday, the 23d ult., are to hand They contain the latest advices from Mexico which confirm the successes of Vidaurri, and allude to more revolutionary movements.

News from Kansas.
CHICAGO, Dec. 1, 1886.
We have Kansas dates to the 54th ult. Thirty-nine free State prisoners at Leocompton escaped on the night of

"No violence was used by them." The report that Judge Leconte had issued a process against Gov. Geary for contempt of court is not confirmed.

The Boston Slave Case.
Barnes, Dec. 1, 1856.

The examination of Philip De Mena and Joaquin Negret on the alleged charge of being engaged in the slave trade commenced this forenoon. Hon. B. F. Hallett conducted the case for the government, and A. E. Fane for the defendants. The testimony up to noon developed nothing important.

W. S. Meserve, Mayor of Salem, was the only witness examined to-day. His testimony was confined to the details of the arrest of Negret and Demena in Salem and the report of conversations held with them, &c.

The name of the slave schooner which Negret claimed to have fitted out at Wilmington and sunk off Cape Cod to obtain the ten thousand dollars on board is variously given as the Tete, Twilite and Watchman. The result of the examination so far indicates that Negret is innocent, or has been, or has practiced a rather sheep hoax on some of the authorities of Salem.

The further hearing of the case has been adjourned till Wednesday.

Accident on the Massachusetts Gap Railroad.
THE ENGINEER, FIREMAN AND CONDUCTOR KILLED.
WASHINGTON, Dec. 1, 1856.

An accident occurred on the Massachusetts Gap Railroad on

maury, at the river station, Warren county, Va., in consequence of the bridge over the Shenandoah river giving way. The engine and five cars were precipitated forty feet into the river, and the conductor, engineer, and fireman were killed, and John G. Buck, a passenger of Warren county, was fatally injured.

United States Supreme Court.
WASHINGTON, Dec. 1, 1886.

The United States Supreme Court met this morning. All the Judges were present with the exception of Messrs. Wayne and Nelson.

From Newfoundland.
ST. JOHN'S, N. F., Dec. 1—A. M.

The weather here is clear and cold, and there has been fine sleighing for the past few days. Wind northeast. The telegraph is working direct to Port Hood.

Marine Disasters.
CHATHAM, MASS., Dec. 1, 1886.

The bark **Bolton** **Piper** remains ashore on the bar, and is full of water. The sea is so rough that boats cannot board her. The crew are safe.

The brig **China**, from Philadelphia for Boston, reported as anchored east of Monomoy with less of spars, on Saturday night, seeming to be riding out the gale.

The schooner **Castia**, of Dennis, from Elizabethport, with a cargo of pig iron, is ashore on Monomoy, full of water.

The steamer **Enoch Train** passed by here at half-past nine o'clock this morning, with the ship **Queen** of the Pacific, in tow, for New York.

NANTUCKET, Dec. 1, 1856.

The schooner **Sarah Allen**, from Calais for New York, with a cargo of lumber, went ashore at five o'clock on Sunday morning. The crew were all saved. The vessel will probably go to pieces. The cargo can be saved.

New York Canal Tolls.

NEWBURY, Dec. 1, 1856.

The amount of the canal tolls collected here since the opening of navigation to date is \$460,407 31, against \$270,482 94 for the same time last year. Increase, \$189,924 37.

Disaster to the Steamer Monarch.
OWENSGO, Dec. 1, 1856.
The Canadian steamer Monarch ran ashore near Toronto during the gale on Saturday morning, and is full of water.

The Ohio River.
WHEELING, Dec. 1, 1856.
River navigation is resumed. There are now forty two inches, and it is rising.

The Florida at Savannah.
SAVANNAH, Nov. 29, 1856.
The steamship Florida arrived here to day from New York.

Markets.
PHILADELPHIA STOCK BOARD.
PHILADELPHIA, Dec. 1, 1856.
Stocks firm. Pennsylvania R.R. 40; Reading R.R. 40; Morris Canal 18; Long Island Railroad, 15; Pennsylvania Railroad, 47.
NEW ORLEANS, Nov. 29, 1856.
Cotton unchanged.—Sales to day 14,500 bales. Sales of the week, 81,600. Stock in port, 29,500. Receipts absent of last year, 6,600. No market for 8c. Coffee 10 1/2 c. lvs. Freight has advanced slightly. Cotton

at Liverpool 11-13d. Exchange on London 8 per cent premium.

NEW ORLEANS, Nov. 29, 1866.

Cotton advanced $\frac{1}{4}$ ¢ Sales to-day, 13,000 bales at 11 15-16. Receipts to-day, 15,000. Steamer exchange 74¢. Freight still tending upward.

NEW YORK, Nov. 29, 1866.

Flour quiet, extra (1000 bushels) at 80¢. Weather unchanged, rains 18,000 bushels. Flour 11 15-16. Milwaukee city, and $\frac{1}{2}$ 20 for red Indiana and Chicago. Corn—Sales 8,000 bushels at 55¢. On farm, at 52¢. Barley $\frac{1}{2}$ 14 $\frac{1}{2}$ at 41¢. Rye 11 15-16. Wheat 18 15-16 to day—9,064 bushels flour, 76,646 bushels wheat, 18,796 bushels rye, 18,850 bushels corn. Weather warm and pleasant.

CHICAGO, Dec. 1—6 P. M.

Flour inactive. Sales of 500 bushels at 80 75 a 80 12 for good to common white. Wheat unchanged. Sales of 22,500 bushels at 11 15 for Minnesota corn $\frac{1}{2}$ 12 12 for Canadian do. $\frac{1}{2}$ 11 50 for red winter Indiana, and $\frac{1}{2}$ 26 for common white Milwaukee. Corn 11 15-16. Rye 11 15-16. Barley 11 15-16. Receipts for the 48 hours ended at noon to day—6,277 bush. flour, 161,818 bushels wheat, 131,116 bushels corn, 14,850 bushels rye. Exports—1,618 bushels wheat, 5,200 bushels corn. Weather moderate.

DETROIT, Dec. 1—6 P. M.

Wheat—Prices unchanged, no business demanded. Sales of 24,000 bushels at 11 25 a 11 39 for red Canada. $\frac{1}{2}$ 18 46 for fair white Canadian. Lake imports to day—5,576 bush. flour, 56,000 bushels wheat, 1,000 bushels rye. Canal exports—1,803 bushels wheat, 4,500 bushels rye.

The Accessory Transit Company.
SUPREME COURT—SPECIAL TERM.
Before Hon. Judge Cook.

Decy. 1.—*Jeremiah G. Hamilton vs. The Accessory Transit Company, Corvidus Vanderbilt and others.*—The following is the opinion as inserted in the judgment proposed by the defendant's attorney:

The Court's ruling matters of fact that the 18th day

February, 1864, Patricio Rivas, the Provisional President of the State of Nicaragua, made and published a decree, of which a copy is annexed to the complaint, and by the Accused it is alleged that the said decree was declared to be dissolved; that the plaintiff, at the time of the said decree, was a stockholder of the said company, and that he had paid the sum of one hundred dollars, the nominal value of each share being one hundred dollars, and has ever since been such holder in the books of said company, and that he has not received any dividend, and that the said company is not being managed by the government of Nicaragua pursuant to said decree, it is the contention and under the control of the plaintiff, otherwise Vanderbilt, who is the owner of said company, and that the plaintiff is interested in its affairs; that the capital stock of said company consists of — shares, and that some of the holders or owners of said shares are Vanderbilt, and that the plaintiff is one of its affairs by the said Vanderbilt, except the said plaintiff. The Court further finds that it will be more conducive to the interests of the said company, and to the interests of the plaintiff, that the said company should not be disturbed the proper management and arrangement of said company, but to leave the same to be determined by the majority of the stockholders when they deem it proper to do so, and to relate their claims to the said company, and that it would be detrimental to the interests of the company to appoint at present a receiver of its effects, and that to do so would be to the detriment of the said company, and would be irreparable injury to the mass of stockholders. The Court further finds that the plaintiff has not proved fraud in the management of the said company or rights of the company on the part of the defendant. The Court therefore finds. It is therefore concluded and adjudged that the complaint should be dismissed, with costs.